

KINGDOM OF SPAIN

(September 29, 1994)

SPECIAL REQUIREMENTS FOR THE IMPORT OF AIRCRAFT  
FROM THE UNITED STATES OF AMERICA.

SECTION 1 - INTRODUCTION. This document prescribes special requirements supplementing the Agreement on the Reciprocal Acceptance of Export Certificate of Airworthiness between the Kingdom of Spain (KOS) and the United States of America (USA) that came into effect by the Exchange of Notes in October 13, 1978.

The civil airworthiness authority in the KOS is the Direction General of Aviation Civil (DGAC), and their address is:

Direccion General de Aviacion Civil  
Pza. San Juan de la Cruz s/n  
28071 Madrid, Spain

Telex: 48339 CIAL E  
Fax: 34 1 5976853

SECTION 2 - EFFECTIVITY. Effective October 9, 1987, in accordance with the Director General de Aviacion Civil resolution on import of aircraft, to be eligible for a Spanish standard airworthiness certificate, an aircraft of a particular type and model, not previously registered in Spain, must be of a type which has been issued a Spanish Type Airworthiness Certificate and comply with the special requirements prescribed in this document.

SECTION 3 - REQUIREMENTS FOR ISSUANCE OF SPANISH TYPE AIRWORTHINESS CERTIFICATE. The process to obtain a Spanish Type Airworthiness Certificate for new aircraft (aircraft not previously registered anywhere), defined in Section 2 is initiated by the DGAC upon receipt of the application letter from the manufacturer, through the Federal Aviation Administration (FAA) office responsible for the particular aircraft type design. The process for used aircraft (aircraft previously registered), defined in Section 2 is initiated upon receipt of the application letter from the prospective registered owner.

The application letter should include a general description and a three-view drawing of the aircraft.

At an early date a schedule will be developed between the manufacturer or prospective registered owner, the FAA, and the DGAC to accomplish the following.

A. All Aircraft categories Except Restricted.

1. A presentation of technical data with a description of the aircraft design emphasizing unusual design features.
2. A presentation by the FAA describing the certification basis upon which the USA Type Certificate was (or is to be) based.
3. A briefing by the FAA on the aircraft's service history including corrective measures taken to preclude reoccurrence of incidents or accidents.
4. Ground school training, acceptable to DGAC, for DGAC personnel on the aircraft's systems, equipment, and maintenance aspects.

5. Establishment of KOS certification basis. The certification basis will be established as soon as the DGAC is sufficiently familiar with the aircraft design to do so. It will be established to form a basis for comparing the DGAC airworthiness requirements with those applied by the FAA in conducting its own certification, to determine what, if any, additional technical conditions must be met for KOS certification.

6. Submittal of technical documents. The DGAC must receive through the FAA, prior to the issuance of the Spanish Type Airworthiness Certificate, one copy of the technical documents listed below.

- 1) A statement of the applicable design certification standards.
- 2) General interior arrangement configuration drawings.
- 3) Three-view drawing (exterior configuration).
- 4) Master Drawing List.
- 5) Master Equipment List.
- 6) Master Minimum Equipment List.\*\*
- 7) Aircraft Flight Manual.
- 8) Configuration Deviation List.\*\*
- 9) Instructions for Continued Airworthiness.\*
- 10) Listing of service life for critical parts subject to fatigue, if this information is not provided elsewhere in the above data.\*
- 11) Structural Significant Items Manual.\*\*
- 12) Maintenance Planning Data Manual.\*\*
- 13) Overhaul Manual.\*\*
- 14) Component Maintenance Manual.\*\*
- 15) Standard Practices Manual.\*\*
- 16) Special Tool and Ground Handling Equipment Manual.\*\*
- 17) Nondestructive Testing Manual.\*\*
- 18) Illustrated Parts Catalog relating to the aircraft and major equipment.\*\*
- 19) Record of rigging checks.
- 20) Certification compliance (checklist).
- 21) FAA Type Certificate.

22) FAA Type Certificate Data Sheet or data and descriptive information needed by the DGAC to approve the Type Certificate Data Sheet.

23) Electrical Load Analysis.\*

24) Wiring diagram.\*

25) List of aircraft markings and placards.

26) Operations Manual.\*\*

27) Structural Repair Manual.\*\*

28) Weight and Balance Loading Procedure Manual.\*\*

29) Antenna performance patterns.

30) A statement from the manufacturer of the aircraft confirming to DGAC the revision service for the technical documents listed in Items 7 through 10 and 26 through 28.

31) Engine Maintenance and Overhaul Manual.\*

32) Engine Instructions for Continued Airworthiness.\*

33) Listing of service life for critical engine parts subject to fatigue, if this information is not provided elsewhere in the above data.\*

34) Propeller Service and Overhaul Manual.\*

35) Propeller Instructions for Continued Airworthiness.\*

36) Listing of service life for critical propeller parts subject to fatigue, if this information is not provided elsewhere in the above data.\*

\* When required by the KOS certification basis.

\*\* If this document has been prepared by the manufacturer.

If any of the above technical documents will not be available prior to the issuance of the KOS Type Airworthiness Certificate, notification to the DGAC must be made with the new data when the documents will become available. The DGAC may request additional technical documents or equivalent information to issue the KOS Type Airworthiness Certificate.

7. FAA confirmation. An FAA written statement to DGAC confirming that the type design has been examined, tested, and found to meet the KOS certification basis and that the technical documents listed in the previous paragraph and any additional documents requested have been submitted.

8. Ground and flight evaluations. The ground and flight evaluations will be performed by the DGAC following the completion of the above items.

9. Issuance of Spanish Type Airworthiness Certificate. The DGAC will, after the above items are completed with satisfactory results, issue the KOS Type Airworthiness Certificate and the Type Certificate Data Sheet for the particular aircraft type and model.

B. Restricted Category Aircraft. Spanish Type Airworthiness Certificates for aircraft certificated in the USA in a restricted category will be considered on an individual basis, following the completion of the requirements listed above in Section 3.